

## Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
- ❖ Rural Area Program

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCountywideComp.aspx>

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**\*\*Please read all of the text in this section before completing this application.\*\***

**Important notice:** The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

**14-page limit:** You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

**E-mail submissions are preferred:** Attach your completed application to an e-mail and send to [peter.heffernan@kingcounty.gov](mailto:peter.heffernan@kingcounty.gov). Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15<sup>th</sup>, 2009**.

**Definition of a project:** For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

## PROJECT DESCRIPTION INFORMATION

1.	<b>Project title:</b> King County Ferry District Passenger-Only Ferry System Implementation For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2.	<b>Destination 2030 ID#:</b> N/A - Exempt  In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i> , the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i> , refer to Appendix 9 of <i>Destination 2030</i> at <a href="http://www.psrc.org/projects/mtp/d2030plan.htm">http://www.psrc.org/projects/mtp/d2030plan.htm</a> . For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or <a href="mailto:kscrivner@psrc.org">kscrivner@psrc.org</a> .
3.	a. <b>Sponsoring agency:</b> King County Ferry District b. Co-sponsor(s) if applicable:  <b>Important:</b> For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded. c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No d. If not, which agency will serve as your CA sponsor? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: <a href="http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf">http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf</a> )  King County Department of Transportation
4.	<b>Project contact person:</b> Paulette Norman, Acting Division Director, Marine Division, King County Department of Transportation Address: 201 S. Jackson Street, Seattle, WA 98104 Phone: 206-263-5039 (office) 206-419-4048 (Mobile) Fax: 206-684-1968 E-Mail: <a href="mailto:paulette.norman@kingcounty.gov">paulette.norman@kingcounty.gov</a>
5.	<b>Project description.</b> Please distinguish between the scope of the project and the justification and/or need for the project.  <b>Project scope:</b> The grant request is for the construction of a new hybrid diesel electric passenger only ferry vessel for the West Seattle Water Taxi (WSWT) route. This ferry will be certified to carry 150 passengers and crew. It will also be ADA compliant and capable of carrying 30 bicycles.  The new vessels will improve the economic performance of the system and provide a better customer experience when compared to leased vessels. The new state-of-the-art vessels will be designed for minimum wake, low emission, and high fuel efficiency.

**b. Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

The purpose of this project is to help the Downtown Seattle regional growth center meet its employment and housing targets, reduce congestion on the surface street network that currently occurs during the AM and PM peaks between West Seattle and Downtown Seattle, reduce vehicle miles travel, green house gas emission and to help mitigate construction impacts during the replacement Alaskan Way Viaduct facility.

Currently the King County Ferry District (KCFD) leases the vessel that is used to operate the West Seattle Water Taxi (WSWT). This vessel, while adequate for temporary service, it is not ADA accessible, can not operate year round and limits the ability of the KCFD to provide the level and quality of service planned for this corridor.

This passenger-only ferry corridor is one of the fastest growing transit routes in the region. Since its introduction in 1998, ridership has grown 278 percent and last year the WSWT carried a record 183,000 passengers in its seven months of service.

Ridership growth is anticipated to be 240,000 annual riders by 2030 according to the PSRC's Regional Passenger Ferry Study. In order to sustain this growth, a reliable vessel with low lifecycle cost characteristics must be employed. This will be particularly critical when the King County Ferry District introduces year-round service in 2010.

Waterborne transit is not affected by roadway congestion, accidents, or heavy snowfall and therefore provides a reliable alternative to private vehicles and bus transit. The trip delivery and on-time performance records of passenger ferries operated by King County are remarkable with a 90+ percent on-time record and 99% trip delivery record. Commuters and tourists leverage this reliability to increase productivity and increase recreational opportunities around King County. Travel times are superior to both single occupancy vehicles (SOV) and existing transit connections.

This project will minimize the environmental impact of the WSWT service, reduce reliance on fossil fuels, and will advance the state-of-the-art in green vessel design. It will replace a diesel powered vessel currently serving the route and will reduce the county's carbon footprint while reducing life-cycle operating costs.

In addition, this route has already proven its value as an alternative transportation mode between West Seattle and Seattle. During the recent I-5 lane closures (August 2008), King County added service the West Seattle route and ridership increased 40 percent during the closure. Passenger ferries have also repeatedly demonstrated their importance in regional safety, security, and evacuation situations in major cities across the world. The passenger ferry is also a reliable alternative during periods where weather impacts the road network in Puget Sound.

**6. Project location:** This vessel will serve on the King County Water Taxi route connecting the Seattle CBD and West Seattle.

a. County(ies) in which project is located: King County

**Answer the following questions if applicable:**

b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):  
Eastern route terminus – Colman Dock, Pier 50

c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):  
Western route terminus – Seacrest Park, West Seattle

**7. Map:** 1. Include a legible 8½" x 11" project map with the completed application form.  
2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").

**Note:** If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.

8.	<p><b>Federal functional classification code</b> (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or <a href="mailto:srossi@psrc.org">srossi@psrc.org</a>.</p> <p><b>Important:</b> A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> <li>Any bicycle and/or pedestrian project.</li> <li>Projects not on a roadway and using CMAQ or other funds</li> <li>Any transit project, including equipment purchase and park-and-ride lot projects.</li> </ul>	
9.	<p><b>Rural Functional Classifications</b> "Under 5,000 population"</p> <p>(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p><b>Urban Functional Classifications</b> "Over 5,000 population"</p> <p>(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

## COUNTYWIDE PROJECT EVALUATION

**Important:** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "2009 King County Countywide Project Evaluation Criteria" before completing these sections of the application for guidance, examples, and details on scoring.

### Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

## Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

**10. Select one of the following three categories that best fits your project and follow the corresponding instructions:**

- ☐ Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- ☐ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- ☒ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

**Note:** Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or [cstrow@psrc.org](mailto:cstrow@psrc.org)

**A. Designated Regional Growth Centers**

**Instructions:** Complete this section (questions 11-13) if you selected “Designated Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

**11. Center Development.** Please address the following:

- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

**12. Project’s Benefit to the Center.** Please address the following

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.
- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice<sup>1</sup> and/or areas experiencing high levels of unemployment or chronic underemployment).

**13. Circulation within the Center.** Please address the following.

- Safety and Convenience. Describe how the project improves safe & convenient access to major destinations within the center.
- Intermodal Opportunities and Connections. Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.

<sup>1</sup> The President’s Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

- Parking. If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

## **B. Manufacturing/Industrial Centers**

**Instructions:** Complete this section (question 14) if you selected “Manufacturing/Industrial Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

**14. Mobility and Accessibility.** Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.
- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a “seamless” system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

## **C. Connecting Corridors**

**Instructions:** Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

**15. Benefit to Centers or Manufacturing/Industrial Center.** Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?

### **Growth:**

The Downtown Seattle regional growth center has a population of 563,000 and employment of 471,000 (from 2000 census data). These figures are expected to grow by 12% and 21% by 2020 and 19% and 31% by 2030. To meet these growth targets a variety of viable transportation options need to be available. The WSWT, in combination with increased transit service planned by King County Metro Transit like the West Seattle RapidRide, will help to meet these needs.

The regional growth centers that are directly served or planned to be serviced by KCFD service are scheduled to increase in population by 26,472 and employment by 60,082 by 2020.

Passenger-Only Ferries provides the benefit of additional transportation choice, serves as an emergency alternative when roadways are closed or constricted, encourages economic development, connects communities, and promotes tourism.

### **Plans and Policies:**

These are the Puget Sound Regional Council growth plans and policies:

**RG-1: Urban Growth Areas:** Connect and serve urban communities with an efficient, transit-oriented, multimodal transportation system.

**RC-2: Contiguous and Orderly Development:** Provide public facilities and services in a manner that is efficient, cost effective, and conserves resources.

**RF-3: Regional Capital Facilities:** Strategically locate public facilities and amenities in a manner that adequately considers alternatives to new facilities (including demand management), implements regional growth planning objectives, maximizes public benefit, and minimizes and mitigates adverse impacts.

**RE-7: Economics:** Foster economic opportunity and stability, promote economic well being, and encourage economic vitality and family wage jobs while managing growth. Support effective and efficient mobility for people, freight, and goods that are consistent with the regions growth and transportation strategy.

**RT-8: Transportation:** Develop transportation system that emphasizes accessibility, includes a variety of mobility options, and enables the efficient movement of people, goods and freight, and information.

**RT-8.1:** This project offers options to SOV travel and facilitates convenient transfers between modes. This project encourages localized trip-making, offers attractive, cost effective alternatives to SOV travel, and promotes transportation and land use improvements.

**RT-8.2:** project is coordinated with and promotes convenient intermodal connections between all elements of the regional transit system. Bicycles and cyclists are a vital and growing 'component of Water Taxi ridership. This vessel will accommodate up to 30 bicycles per trip.

**RT-8.3:** This project preserves the transportation system by replacing an older vessel. There are high volumes of discretionary trips on this route as residents of West Seattle travel to Seattle for recreational opportunities. Seattle residents also travel to West Seattle for recreational activities. Additionally, many tourists on the Seattle waterfront use this route to get out on the water and enjoy the scenic beauty of Puget Sound.

**RT-8.4:** This project maximizes and ensures multimodal access to marine ferry routes through coordinated connections, safe and convenient ped/bike amenities.

**RT-8.6:** This project provides convenient connections to rail and other mass transportation options including the bus tunnel and pending light rail connections.

**RT-8.14:** Passenger ferry travel represents an attractive commute option for many residents of Seattle and West Seattle. Consistent annual ridership increases validate a growing preference for this marine connection between West Seattle and the Seattle CBD.

**RT-8.18:** This project encourages pedestrian oriented land use.

**RT-8.28:** This project will improve transit access and travel time relative to SOV.

**RT-8.32:** This project serves cross-sound travel demands that focus on passenger-only ferry travel with convenient connections for foot-passengers.

These are the City of Seattle's growth plans:

**EDG1** Add approximately 84,000 jobs in the city over the 20-year period covered by this Plan, in order to ensure long-term economic security and social equity to all Seattle residents.

**EDG1.5** Establish Seattle as a place where average wages are high and costs of living are reasonable so that the city can accommodate households at a wide range of income levels.

**EDG2** Recognize that Seattle's high quality of life is one of its competitive advantages and promotes economic growth that maintains and enhances this quality of life.

**EDG3** Support the Urban Village Strategy by encouraging the growth of jobs in Urban Centers and Hub Urban Villages and by promoting the health of neighborhood commercial districts.

**ED2** Pursue opportunities for growth and strategic development, where appropriate, in urban centers and hub urban villages, which are planned for the greatest concentrations of jobs and job growth outside of downtown.

**ED3** Strive to provide a wide range of goods and services to residents and businesses in urban centers and villages by encouraging appropriate retail development in these areas.

Recognize the importance of tourism and its support of international trade as well as its contribution to the health of the Seattle retail core. Recognize the important contribution of historic districts such as Pioneer Square and the Pike Place Market to tourism, and support the continued protection and enhancement of these districts.

**EDG4** Accommodate a broad mix of jobs, while actively seeking a greater proportion of living wage jobs that will have greater benefits to a broad cross-section of the people of the City and region.

**EDG5** Encourage the growth of key economic sectors that build on Seattle's competitive advantages to provide sustained growth in the future.

- **Travel Choices.** Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.

The West Seattle Water Taxi has experienced significant growth over the last ten years. Commuters, tourists, and recreational users continue to flock to the service. The quick crossing (12 minutes) is a very attractive commute option for residents of West Seattle and Seattle. This compares very favorably to an estimated 20 minute trip by car and 40-60 minute bus ride during commute periods. There are high volumes of bicyclists on this route.

This route also serves to relieve congestion during major road construction as evidenced during the 2008 I-5 lane closures. This route will help mitigate the impacts of pending Viaduct construction. Additionally, this route will serve as an alternative when snow impacts the region's roadway networks. Finally, passenger ferries serve a critical role in evacuation plans for Seattle during emergencies.

- **User Groups Supported.** Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).

This project supports a broad cross section of users. Commuters and other frequent users make up a majority of the ridership, but tourists take advantage of mid-day sailings for recreation and other tourist activities on both sides of the water.

This route links residents with affordable housing options on the west sound with the major employment center in Seattle. By providing more reliable service and more capacity for ridership, this project supports the potential for increased housing/densities in the communities it serves, particularly in West Seattle and surrounding communities.

Schools, retirement centers, and other special groups utilize the convenient connections to Seattle for trips to the Art Museum, Pioneer Square, and other cultural and retail activities.

- **Economic Strategy.** Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

The hybrid vessel could be constructed by a local boatbuilder, creating living-wage jobs and solidifying the region's standing as an international center for advanced ferry construction. Boat building is one of the clusters identified by the Puget Sound Regional Council's Prosperity Partnership project.

## **16. System Continuity.** Please address the following:

- **Serving Centers.** Describe how this project provides a "logical segment" that links to a regional growth or manufacturing/industrial center.

This water transit system creates logical connections between residential communities and the Seattle CBD. In the past, a "mosquito fleet" of vessels provided marine transit connections across Puget Sound and Lake Washington. This efficient network became a victim of the transition to increased competition from automobiles, trains, and other modes of transportation. We are now coming full circle and marine transit connections are highly desirable, efficient, and popular. The Puget Sound Regional Council's recently completed report on passenger ferry travel states: "Today, in the face of escalating fuel costs, record high transit demand, and the need for more environmentally-friendly transportation options, there is great interest in the increased role passenger-only ferries could play in meeting regional transportation needs." Many believe POF could help the region achieve key transportation, economic, environmental, and land use objectives.

This route links residents with affordable housing options on the west sound with the major employment center in Seattle. By providing more reliable service and more capacity for ridership, this project supports the potential for increased housing/densities in the communities it serves, particularly in West Seattle and surrounding communities.

- **Missing Link.** Describe how the project fills in a missing link or removes barriers to a center.

Existing bottlenecks on the regional roadway network is expected to get worse in the future. Major interstate construction will compound congestion and increase commute times thereby reducing worker productivity. Water taxis will help alleviate congestion and serve as meaningful mitigation during construction. Passenger ferries have a proven history as an effective mitigation tool when dealing with major road closures/construction.

- **Congestion Relief.** Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

As the population of the Puget Sound region continues to grow, so will the pressure on the transportation system. Traffic congestion in the central Puget Sound region is expected to worsen as population and employment continues to grow over the next several decades and roadway capacity expansion is unable to keep up with the demand. By expanding transportation choices to include passenger-only ferries, the King County Ferry District (KCFD) can prepare for continued population growth and address the quality of life issues related to managing traffic congestion and its impact on the environment.

Traffic from West Seattle to Downtown Seattle via the surface streets and the West Seattle Bridge experiences congestion in the a.m. and p.m. peak periods. Significant roadway widening, preservation and efficiency projects are planned for these corridors but they are only part of the service planned on the Puget Sound and Lake Washington will be another travel choice to help to reduce congestion on the roadway system.

In addition, this route has already proven its value as an alternative transportation mode between West Seattle and Seattle. During the recent I-5 lane closures (August 2008), King County added service the West Seattle route and ridership increased 40 percent during the closure. Passenger ferries have also repeatedly demonstrated their importance in regional safety, security, and evacuation situations in major cities across the world. The passenger ferry is also a reliable alternative during periods where weather impacts the road network in Puget Sound.

**17. Long-term Benefit/Sustainability.** Please address the following:

- **Efficiency.** How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.

The West Seattle Water Taxi has experienced significant growth over the last ten years. Commuters, tourists, and recreational users continue to flock to the service. The quick crossing (12 minutes) is a very attractive commute option for residents of West Seattle and Seattle. This compares very favorably to an estimated 20 minute trip by car and 40-60 minute bus ride during commute periods. There are high volumes of bicyclists on this route.

As the population of the Puget Sound region continues to grow, so will the pressure on the transportation system. Traffic congestion in the central Puget Sound region is expected to worsen as population and employment continues to grow over the next several decades and roadway capacity expansion is unable to keep up with the demand. By expanding transportation choices to include passenger-only ferries, the King County Ferry District (KCFD) can prepare for continued population growth and address the quality of life issues related to managing traffic congestion and its impact on the environment.

Traffic from West Seattle to Downtown Seattle via the surface streets and the West Seattle Bridge experiences congestion in the a.m. and p.m. peak periods. Significant roadway widening, preservation and efficiency projects are planned for these corridors but they are only part of the service planned on the Puget Sound and Lake Washington will be another travel choice to help to reduce congestion on the roadway system.

- **Safety.** Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

The USCG is the regulatory agency responsible for passenger ferry safety. Rigorous requirements enforced by the USCG ensure public safety. This vessel will be certified by the USCG and will be subject to all quarterly, annual and other regulatory inspections and certification processes. The West Seattle Water Taxi has an outstanding safety record.

Both terminals are centrally located with convenient, timed and dedicated transit connections. They are easily accessible by pedestrians and bicyclists. The relatively short crossing time (12 minutes) make this route extremely convenient for commuters and recreational users.

## PART 2: QUESTIONS FOR ALL PROJECTS

**Instructions:** Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

### D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

**18. Describe how your project will reduce emissions.** Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- **Diesel retrofits:** Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- **Roadway capacity (general purpose and high occupancy vehicles):** Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- **Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.):** What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- **Bicycle and/or pedestrian facilities:** What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- **Signalization and other ITS improvements:** Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- **Alternative fuels/vehicles:** **Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?**
- **Other:** Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

The population served by this project is in West Seattle and Downtown Seattle. The passenger-only ferry route supports a broad cross section of users. Commuters, other frequent users and tourists take advantage of this transit service. The West Seattle community and the Downtown Seattle CBD will benefit from the environmentally-friendly hybrid vessel that will run daily on a year round basis. As the population grows, this alternative transportation will continue to realize increased ridership and the many businesses that are within walking, shuttle or bus service will benefit.

This project will replace a diesel-powered ferry with a hybrid ferry. By utilizing shore power to supply all of the non-propulsion power demands on the ferry as well as the propulsion power at low speeds, the amount of power required to be generated by the on-board diesel engines will be reduced, thereby reducing the emissions. The hybrid power system will also eliminate the need for the ferry to idle at the dock while unloading and loading passengers.

It is anticipated that the design will use lower horsepower main engines than a conventional ferry, which is one way of lowering emissions. By utilizing the full horsepower for only short durations, the main engines are used a small percentage of the operating time. The vessel will use a power management system that keeps the engines running at or near their design points when needed and shuts them down when they are not required.

The WSWT a perfect candidate to employ this technology on, based on route length, operating characteristics and dock dwell time.

Traditional passenger ferries burn up to 100 gallons or more per operating hour. The goal for this project is to achieve a 40 percent fuel savings.

The WSWT also provides an alternative route for bicyclists traveling between all of West Seattle and downtown Seattle. The new vessel will be able to accommodate up to 30 bikes.

Public transportation is inherently more environmentally friendly than single occupancy vehicle travel. This new water transit network will encourage public transportation use by introducing convenient service between residential areas and regional growth centers, as well as filling in existing gaps in the network. The new vessels will be energy efficient and will be built to the most modern wake and emission standards.

#### **E. Project Readiness/Financial Plan (10 Points)**

**Introduction:** Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

**Note:** The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

**19. Project Readiness:** Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where “Item not yet completed” is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

**19A. Check all items that apply below.** Note: if no ROW is required for the project, select “not needed” for sections b through g.

- Not yet completed a. Final FHWA or FTA approval of environmental documents including:  
     Not needed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.  
     Not needed - Section 106 Concurrence.  
     Not needed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).
- Not needed b. True Cost Estimate for Right of Way.
- Not needed c. Right-of-way Plans (stamped).
- Not needed d. Relocation Plan (if applicable).
- Not needed e. Right-of-way Certification.
- Not needed f. Certification Audit by WSDOT R/W Analyst.
- Not needed g. Relocation Certification, if applicable.  
     (select one) - WSDOT Certification Audit of Relocation Process, if applicable.
- Not yet completed h. Engineer's Estimate.
- Not needed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

**19B. Additional information:** Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

See Attached schedule of vessel construction for King County Ferry District.

**20. Financial plan:** Please fill out Tables A through D below and corresponding questions E through F.

**The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.**

**Guidelines:**

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

**Required Match:** A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

**Table A: Funding Requested from Countywide Competition**

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Construction	10/11/10	CMAQ	\$500,000
			\$
<b>Totals:</b>			\$500,000

**Table B: Existing Secured Funding**

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
Preliminary Design	10/21/09	Local	\$156,000
Construction	10/11/10	Local	\$5,013,000

\* Expected to be Secured Funding\*\* in Section 5 of the Call for Projects.

**Table C: Needed Future Funding (Unsecured)** Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
<b>TOTAL:</b>			

**Table D: Total Project Cost and Schedule** (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	\$	Planning:	
Preliminary Engineering/Design:	\$156,000	Preliminary Engineering/Design:	01/21/10
Right of Way:	\$	Right of Way:	
Construction:	\$5,513,000	Construction:	01/04/12
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$5,669,000	Estimated date of completion (i.e. open for use)	01/04/12

**E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:**

**F. If unable to completely fill out Table D (Total Project Cost and Schedule):** Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

**F. Other Considerations (No Points)**

**21. Please describe any additional aspects of your project** not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

[illegible]



The map illustrates the proposed route of the Alaskan Way Viaduct through Seattle. The route is highlighted in orange and yellow, starting from the Downtown Seattle Terminus in the north and extending south to the West Seattle Terminus. The map includes major streets like Broadway, Alaskan Way, and various numbered avenues. The Alaskan Way Viaduct is shown crossing Elliott Bay. A scale bar at the bottom indicates distances in miles (0, 0.5, 1, 1.5).

